



US Army Corps  
of Engineers®  
Hurricane Protection Office

# Inner Harbor Navigation Canal

## Project Fact Sheet



Overtopping of the hurricane protection system by Hurricane Katrina was evident along portions of the Inner Harbor Navigation Canal, also known as the Industrial Canal. There were four breaches in this part of the protection system, two on the east side and two on the west side. The east side breaches were located in the Lower 9<sup>th</sup> Ward neighborhood and had devastating results. The west side breaches were in the vicinity of France Road and Benefit Street.

### Improvements made to the Inner Harbor Navigation Canal levee wall include:

- The U.S. Army Corps of Engineers repaired the east side breaches by replacing the I-walls with strengthened T-walls, and raised the heights back to the previously authorized elevation. T-walls increase stability and are more capable of resisting lateral pressure.
- The walls are built to elevation 15 feet, about 2 feet higher than pre-Katrina conditions.
- Sheet piles driven to a depth of 23 feet provide protection against seepage.
- Concrete splash pads adjacent to the T-walls help keep water from scouring and eroding ground around the base of the walls.



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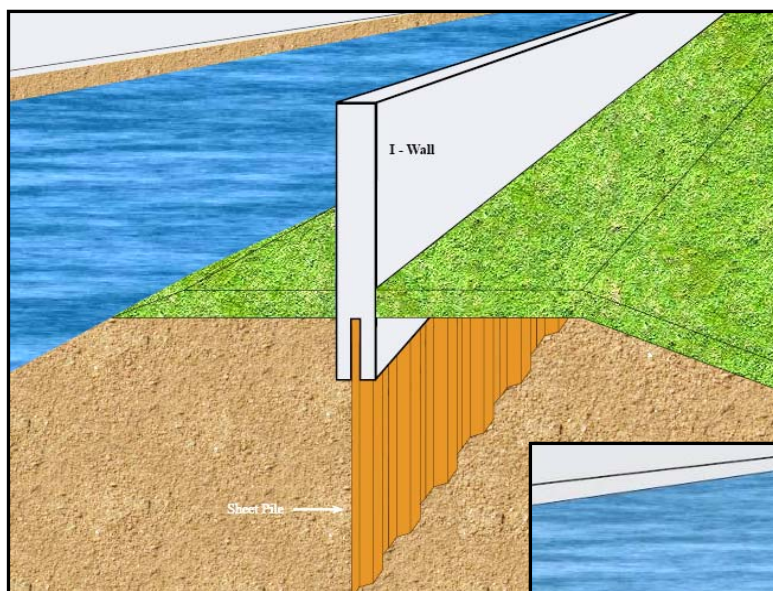
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### Stronger Protection for New Orleans

The U.S. Army Corps of Engineers work to upgrade the flood and storm protection system will continue through 2010. The Corps will engineer, construct and improve storm flood protection infrastructure to a 100-year protection level. This work includes stronger levees, floodwalls and interior drainage, including:

- Constructing permanent pump and flood gate structures to block storm surges from entering the 17th St., London and Orleans Ave. Canals.
- Replacing I-walls damaged by Hurricane Katrina with stronger T-wall or L-wall design floodwalls.
- Reinforcing undamaged I-walls and the surge protection closures.



*Old I-wall design,  
sheet pile driven to  
design depth and  
capped with con-*

*Supporting the T-wall are a series of H-piles driven to a depth of 75 feet. A reinforced mesh of steel weaves the T-wall and H-piles together to form a barrier to protect against surge.*

